

THE PANAMA CANAL
REVIEW

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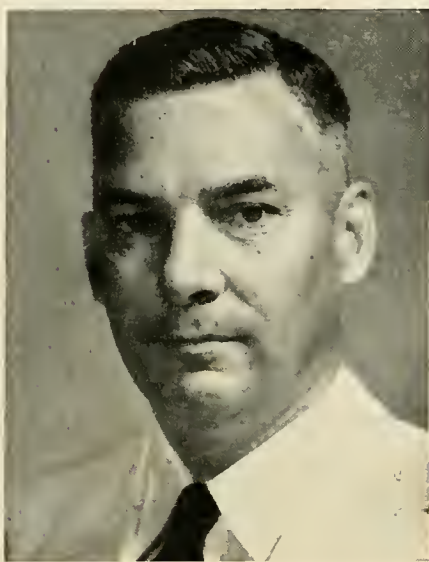
BALBOA HEIGHTS, CANAL ZONE, JULY 4, 1952

5 cents

PAST FISCAL YEAR WAS CROWDED WITH EVENTS OF GREATEST SIGNIFICANCE IN CANAL'S HISTORY

New Lieutenant Governor And Wife To Arrive Soon

Organization Observes First Birthdate Under New Plan Of Operation



Lt. Gov. HARRY O. PAXSON



Mrs. MARGARET PAXSON

Col. Harry O. Paxson has been appointed the new Lieutenant Governor of the Canal Zone and will take over his new position in the Canal organization following his arrival here about July 10.

With the Lieutenant Governor when he arrives will be his wife and their two daughters, Nancy Lurline, 18, and Alice Manley, 16.

They will come from Washington, D. C., where Lt. Gov. Paxson has served for about two years on the faculty of the National War College, from which he was graduated in 1950.

The title of Lieutenant Governor is a comparatively new one in the Canal organization, having been created only about two and a half years ago.

The appointment of a Lieutenant Governor is made by the Governor and, unlike the Governor, he is not *ex officio* a member and officer of the Board of Directors of the Panama Canal Company under the Company's bylaws. He must be appointed as Director and elected Vice President.

Before Lt. Gov. Paxson's assignment to the National War College in 1949 he had served for about a year and a half as Military Assistant to the Secretary of the Army in Washington.

He served as Deputy Chief of Staff for United States Forces in Austria from June 1946 to March 1947.

His World War II service—in Italy and Africa—included duty with the Headquarters Operations Section of the 15th Army Group in Italy in 1945; service as

Deputy Engineer for the Fifth Army in the Mediterranean area in 1944; and duty with the Intelligence Mission to West Africa in 1942. He served in North Africa in 1943.

His World War II decorations include the Legion of Merit with two Oak Leaf Clusters, the British Order of the British Empire, and the French Medaille de Reconnaissance.

Lt. Gov. Paxson was born in Philadelphia, attended grade school in St. Charles, Ill., and high school in St. Joseph, Mo.

He was graduated from the United States Military Academy in 1927 and obtained a Bachelor of Science degree in civil engineering from the University of Iowa in 1932.

Both Lt. Gov. and Mrs. Paxson list among their hobbies swimming, gardening, and reading. The Lieutenant Governor has also noted his interest in amateur radio and listed civic activities among his wife's special interests.

Their elder daughter will enter Northwestern University this fall and their daughter, Alice, will be a junior at Balboa High School.

JULY FEATURES

- Girl Scouts and their activities—Page 2.
- The Canal Zone celebrates Independence Day—yesteryear and today—Pages 8 & 9.
- History of Paraiso, one of Zone's fastest growing towns—see Page 4.
- Canal enterprise passes 50th anniversary of its start as a United States project—see Page 11.
- First houses completed in Morgan Avenue-Pyle Street area—see Page 12.

Events of far more than passing interest and significance to Isthmian residents crowded each other day after day during the entire fiscal year which ended last Monday.

The fiscal year 1952 will undoubtedly be long remembered and written into the Canal's history as a BIG year.

The most outstanding news of the entire year occurred on the very first day of the past fiscal year, July 1, 1951, when the fiscal system for Canal operations was changed. The significance of this change which has been discussed in most issues of THE CANAL REVIEW for more than a year, extends far beyond the Canal Zone or Isthmian borders.

The transition period resulting from this change still is not ended. Attention was called to this important fact in Governor Seybold's first public address in the Canal Zone. It will be several weeks yet before the final results, financially, of the Canal's operation under the new arrangement are tabulated.

Meanwhile, the Canal's main function, the transiting of ships, has gone on apace. In fact, practically all the old records on shipping through the Canal were broken during the past 12-month period. For the first time in nearly 25 years all of the former monthly records for the number of ocean-going commercial vessels, the net tonnage, and tolls were broken.

Although final figures are not yet tabulated, the old annual records for the number of transits, net tonnage of vessels, and cargo tonnage were broken. The former record of 6,289 transits by ocean-going vessels of more than 300 net tons, established in the fiscal year 1929, was broken June 20 when the MV *Gerda Dan*, a cargo vessel of Danish registry, made the 6,290th transit of the year.

The fiscal year 1952 was big in other ways for the Canal organization.

Quarters Program Started

The quarters replacement and construction program was started in a big way. Contracts for quarters and other work awarded during the past 12 months totaled more than \$9,000,000, and the Maintenance Division (Continued on page 13)

Program For Canal Zone Girl Scouting Covers Range Of Year-Round Activities

Canal Zone Girl Scouts, between the ages of 7 and 17, have a chance this month to polish up their camp lore or to work toward the badges which are the visible marks of their achievements.

While 85 little Brownies, the youngest of the three Girl Scout divisions, are attending day camp at the Diablo school, dozens of their older sisters, in the intermediate group, are enrolled in shorter, if more concentrated, camping sessions on the third floor of the Fort Kobbe school building.

And on the Atlantic side, some of the still older group, the Girl Mariners, are trying out the fine, newly-renovated sailboat *Carina* which they have on loan from the Sea Scouts until the girls can get a sailboat of their own.

Although the Girl Scouts of the Canal Zone have no permanent summer camp like the Boy Scouts' Camp El Volcan, summer is a busy time for all of this fast-growing organization.

At one time the Girl Scouts had a camp at Madden Dam. Later they used as a summer camp an abandoned anti-aircraft gun position near Fort Kobbe. Today, however, camp activities are restricted to the day-camps or to the 24- to 72-hour sessions at the Kobbe school.

Panama Is Brownie Theme

For the Brownies in the Diablo day camp, this year's theme is Panama. In their eight summer day-camp sessions this month, they will learn Panamanian dances, be taught how to identify Panamanian birds and flowers, hear some of the stories of this part of the world, and do some handicraft with native shells, clay, and plants.

The girls at the Kobbe school, who began their camping activities late in June, are operating on a troop basis. Each group is accompanied by at least one adult who has been licensed to head troop camping. Facilities are available at Kobbe for up to 40 girls at one time.

They are living in troop units but cooking their meals together over outdoor fireplaces. Some of the girls will hear a talk by a Canal pilot on his job, by a



railroad man on what goes into running a railroad. Crafts work includes the making of tembleques—the shivery, shimmering hair ornaments of carnival time and shell jewelry from shells the girls have collected themselves.

Girls Are Scouting Juniors

Girl Scouting in the Canal Zone is much younger than Boy Scouting. This year the Girl Scout Council of the Canal Zone celebrates its eighteenth year.

Women who grew up here recall having been Girl Scouts during the 1920's, but the Scout Council was not formed until 1934. The first troops of official Scout record were in 1934, at Fort Amador and at the Post of Corozal. Three years later the number had increased to 200 Scouts

Carina in the July 4 races.

Left to right, in the photograph above, the Mariners are: Pat Roddy, Alice Chambers, June Riley, Peggy Roddy, Shirley Tobin, and Diane Delaney. The very junior Mariner in the *Carina* is the troop mascot, two-year-old Pat Brown, whose mother, Mrs. Edward C. Brown is one of the Mariner leaders. The other leader is Mrs. Russell Ellwell.

with 60 leaders; today there are 890 girls enrolled in the three Scouting age groups; 275 adults, of whom 96 are leaders, are serving in the Council, on troop committees and on other committees and as associates.

For administrative purposes, the Canal Zone Girl Scouts come under Region II of the Girl Scouts of America. This region includes New York State, New Jersey, the Virgin Islands, Puerto Rico, and the Canal Zone.

Today there are 48 Girl Scout troops in the Canal Zone. Two of them are inactive at the present time but will probably resume their activities in the Fall. The largest group, the 503 Brownies who are between 7 and 10 years old, are enrolled in 25 of these troops. Seventeen other troops are devoted to the Intermediates, the 10- to 14-year-olds, who total 310 members. The Senior Scouts, who include the Girl Mariners, are from 14 to 18 years old. There are 77 of these senior scouts, in six troops.

Scouts In Every Town

Every community where there are girls of scouting age is represented in the Girl Scout program. There are Girl Scout "Little Houses" in Gamboa, Gatun, Ancon, Pedro Miguel, Diablo, and Balboa.

In the past two years there has been a 50 percent increase in the number of Girl Scouts from Canal Zone military posts and stations. These girls now account for 47 percent of the local Scout membership.

Like Boy Scouting here and in most U. S. communities, Girl Scouting is a Community Chest activity. The funds obtained from the Community Chest—last year these amounted to \$2,493.69—go to cover administrative expenses such as office rent, telephones, stationery, bulletins for adult members, postage, equipment which is used by all troops in the Canal Zone, photographs (See page 15)



WHEN BROWNIES, the youngest of the three Girl Scout groups, become old enough to become Intermediate Scouts they "fly up" to the next senior

group. Here Troops 34, 8, and 18 hold a Court of Awards and Brownie "fly up" at Coco Solo.

Employee Delegates Meet New Governor At June Conference

"These conferences are very instructive to me; I'm learning a great deal from them," Governor John S. Seybold told employee representatives attending the monthly conference June 26 at Balboa Heights.

"I think that it is very desirable that we maintain them," he added.

The Governor's statement came at the close of his first conference—one which was concerned with subjects ranging from a continuation of the previous month's discussion on proceeds from a recent dance recital at the Balboa Clubhouse, through security procedure at the locks, gasoline prices, the method of quarters assignments, to possible furloughs in the Industrial Bureau.

The conferences, popularly known as "shirtsleeve conferences," were started two years ago. They are attended by delegates from the civic councils and from all organized U. S.-rate labor groups. Company representatives who attended the conferences in addition to the Governor are Edward A. Doolan, Personnel Director; Forrest G. Dunsmoor, Executive Assistant to the Governor; a secretary and a representative of THE PANAMA CANAL REVIEW.

Conference Procedure

The usual procedure, which was followed by Governor Seybold, is to start around the table, giving each representative an opportunity, in order, to raise questions for discussion or to be answered, to question current rumors or to present other matters which have been discussed in the group he or she represents.

The first questions at the June conference were brought up by Rufus Lovelady, President of AFGE Lodge No. 14, who presented two rumors: That there is some indication that the 25 percent salary differential is again threatened, and that rents are to be increased.

Governor Seybold said that nothing has been discussed locally on the matter of the differential; that if there were such discussion in the United States he knew nothing of it. On the rental situation, he said the Company's Board of Directors is concerned with rentals and that a study of these will probably be made.

Mr. Dunsmoor explained that the differential rumor may stem from a General Accounting Office question some time ago on the propriety of paying this to other than heads of families and Mr. Doolan reminded the conferees of statements in earlier conferences that some houses which are not to be demolished may be revalued in connection with rentals.

Civic Council Questions

The Rev. P. H. Havener, of the Cristobal-Margarita Civic Council, presented three questions: The layout of the proposed bachelor quarters, civil defense, and Cristobal parking facilities.

Atlantic side bachelors, he said, have suggested a revised layout for the bachelor apartments and his Council supports their stand. This matter was to be referred to the Engineering and Construction Bureau for further information and the question of parking will go to the Traffic Committee for consideration.

Civil defense, the lack of funds for its

To The Employees . . .

Few enterprises of a comparable size have the diversity of activity and yet the singleness of purpose as the operation of the Panama Canal.

Here in the Canal Zone, an area of only a few hundred square miles, are found most of the governmental, social, scientific, and normal community functions generally encountered in an entire nation. Yet, all of these are directed toward one mission—the transiting of ships between the Atlantic and Pacific Oceans.

It is difficult to express to you in this, my first personal message to the employees of this organization, my sober reflections on the need for a singleness of purpose among employees in all categories. The employee who fails to comprehend his own job or its part in the overall objective and fails to pursue his or her job with that factor in mind is sadly out of step.

The Canal organization did not achieve its great reputation for efficient operation by disunity. The builders of the waterway would have failed in their objective without unity in purpose and direction of effort, from the waterboy to the top executive. The same spirit of unity is no less necessary today to achieve the main task for which this organization has its being.

Only three days ago the Panama Canal Company observed its first birthday as the entity established by our Congress to conduct the affairs of the Panama Canal, which is an international utility of great importance to world commerce. Despite the wide variance of the work performed, the Panama Canal Company and its sister organization the Canal Zone Government, have the same mission, the same overall objective.

The men and women who have any job in this single-purpose, dual organization form a single team. It is idle to speculate if one job is more important than another; if some work is more essential or closer to the heart of the enterprise than some other; if the holder of some job has more authority, has a higher salary, or has more responsibility than another. They must all act with a unity of purpose.

This unity, in private enterprise, in gov-

ernmental work, in social endeavor, can be achieved by only one method—by each member of the team doing whatever his or her task may be, well and cheerfully. Those who do this in the Canal organization need have no fear of their future with the organization.

The employees of the Canal organization should not presuppose that unity which I am stressing so much now is in any manner stifling either to their ambition or promotion. Quite the contrary is true. Those, no matter who they are, who do their jobs well and who work in harmony with their fellow employees can expect and may expect consideration for work of more responsibility and more pay. This much I can faithfully promise you as the administrative head of the Company-Government.

As I begin my term of office as Governor of the Canal Zone and President of the Panama Canal Company it is my desire to express through this medium my personal pride in being associated with this enterprise. As your co-worker I shall concentrate my devotion and my earnest effort in performing my job well. Only in this manner can I gain your confidence, respect, and cooperation.

It has been my personal pleasure to meet many of you already. I sincerely hope that the duties of my office will not be so confining that I cannot rapidly widen this circle of acquaintances among the Canal personnel. Whenever time permits I plan to visit you at your work. And whenever the opportunity permits I look forward to meeting you and your families in your daily walks of life.

As the administrative officer of this enterprise, I consider your problems my problems. I, too, expect to be a part of the team on which the diversity of tasks is great but the overall objectives are narrowed to the one mission of serving well the maritime commerce of the world.

J. S. Seybold

operation and some means of striking a balance between public panic and indifference was discussed generally but without conclusion.

Governor Seybold said that he foresees no possibility of obtaining funds for Civil Defense, at present at least.

J. J. Tobin of the Central Labor Union reported that Industrial Bureau employees fear that they will be furloughed for lack of work and asked how long such furloughs could be expected to last. The Governor commented that it is impossible for anyone in any position to make an assurance of a future work load.

Quarters Assignment

Walter Wagner, Central Labor Union President, expressed his organization's disapproval of quarters "freezes," and pointed out what they consider the unfairness of priority assignments to desirable new houses of employees with comparatively short service whose houses are to be demolished, while employees with longer service are unable to apply for these same houses.

Other matters brought up included: Service and menus at the Pedro Miguel Clubhouse; a question as to whether the Pure Food and Drugs Act applies to the

Canal Zone; a question as to the legality of an Executive order conferring on the Governor the right of search as part of lock security measures; the cost of gasoline delivered in the Canal Zone; beneficiaries for leave payments; and complaints about the service at Colon Hospital, which led to a general discussion of the inability of getting either civilian or military doctors for service with the Canal.

Attending the conference were: the Governor, Mr. Doolan and Mr. Dunsmoor; Charles W. Hammond, C. W. Chase, Mr. Havener, Raymond Ralph, S. W. Sowa and William H. Ward from the Civic Councils; Robert Daniels, Railway Conductors; H. J. Chase and Mr. Lovelady, AFGE; Daniel Kiley, Pacific Locks Employees; James Ahearn, Plumbers; Mr. Wagner, Mr. Tobin and C. W. Hoffmeyer, Central Labor Union, and Andrew Lieberman, Marine Engineers.

In 1905 quarters were assigned to "gold" roll employees of the ICC on the basis of one square foot of floor space for each \$1 of monthly salary. Wives were entitled to an equivalent amount, children to five percent of this space for each year of age.

Paraiso, Fast Growing Pacific Side Town, Is One Of Oldest Settlements

Contractor Is Ahead Of Schedule For 144 Masonry Family Units

Paraiso, one of the oldest settlements in the Canal Zone, is now one of the fastest growing communities on the Pacific side.

Its history dates back to the time when there were no written records. It was one of the first settlements used by the French Canal Company in 1882 as headquarters for a "chantier" or working section, and it became even more important during the construction period under the Americans.

At least twice within the past 15 years it has been abandoned and revived.

Its present growth is the result of 244 family units being built there under a \$1,778,574 contract with Tucker McClure. The work is about a month ahead of schedule and the first of the new houses will be completed about October, under the present schedule. The final completion date for the whole contract is next May. This is the largest of the Pacific side housing contracts for this fiscal year.

Early History Unknown

Little is known about the early history of Paraiso, or Paradise in English, but it is believed to have been a settlement long before the Spanish explorers came to the Isthmus. It had one of the finest springs and furnished the purest water to be found on the Isthmus. It is known to have been an important point on the trans-Isthmian trek of early Spanish conquistadores across the Isthmus on what was known as the "dry-season trail."

It was first selected as a permanent settlement during the early 1850's when the Panama Railroad was being built. A 40-foot cut for the new railroad was dug there. After the rails were laid along the new roadbed a torrential rain swept back the earth and covered the tracks to a depth of 20 feet. It was a costly, and what should have been an invaluable lesson, on the treacherous slides of the Isthmus.

Town Revived In 1880's

Paraiso slumped into obscurity after the railroad was completed, but was revived when the French began their Canal work. They established their first Pacific side headquarters there.

The town took a new growth after 1904 when the Canal work was begun by the United States Government. Col. William Crawford Gorgas selected it as the headquarters for all Canal Zone sanitation, perhaps because of the large mountain-spring that furnished uncontaminated water. The Panama Railroad, a backbone in the Canal work, also established its main headquarters there.

Throughout the construction period the townsite hummed with activity. The Panama Railroad had its main shops there and for about 10 years Paraiso was a junction and shop center for all railway activity on the Pacific side.

THE NEW PARAISO



THE TOWN OF PARAISO is one of the fastest growing communities in the Canal Zone. A total of 244 family units are being erected there by Tucker McClure, contractor for the work. The houses are duplexes and are of a similar type to those already built in other local-rate communities. The contract includes the building of streets and the installation of various facilities. Rapid progress is being made and it is expected that the first of the houses will be ready for occupancy by next October. Residents of Red Tank will be assigned the new houses on a seniority basis.

PARAISO IN 1906



HERE'S HOW the town of Paraiso looked to those who arrived on the Isthmus during the early Canal construction period. The town is presently one of the fastest growing in the Canal Zone. It has been twice abandoned and twice revived in its colorful history.

Dredging Division Headquarters

After the Canal channel was flooded it was decided to move the Dredging Division headquarters there. It continued as such until its first abandonment in 1938 after the completion of the new town of Gamboa to which the Dredging Division headquarters were moved.

The town was empty for just one year, when the site was transferred to the United States Army for headquarters for the Fifth Infantry. The Army added many new buildings and most of these quarters are still in use.

Paraiso was a busy place during most of World War II but the Army units stationed there were moved during the early part of 1944 and the site was transferred back to the Canal. Since most of

the buildings were in good usable condition, it was decided to use them for a local-rate community.

Many Improvements Made

Various alterations and improvements were made soon after Paraiso was reoccupied and such community facilities as a commissary, clubhouse, and school were provided. Since the close of the war many new family quarters have been added.

Paraiso's growth this year, however, will be its biggest, at least since the early construction period.

The houses being built at Paraiso under the contract with Tucker McClure are all two-family, masonry structures. The Housing Division has announced that residents in Red Tank will be assigned to the new quarters.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

SAFETY IN THE DIVING SCHOOL



WILLIAM BADDERS, Salvage Master and Master Diver, Salvage Section, Industrial Bureau, is also in charge of the diving school at Gatun. While he was serving in the United States Navy he was decorated with the Congressional Medal of Honor, the Navy Cross, and the Navy and Marine Corps Medal for heroism on three different submarine salvage jobs. The most spectacular and best-known of these, for the danger involved, was the raising of the sunken submarine *Squalus* in 1939.

HONOR ROLL

Bureau Award For
BEST RECORD
May

COMMUNITY SERVICES
BUREAU
HEALTH BUREAU
INDUSTRIAL BUREAU

AWARDS THIS CALENDAR YEAR

Community Services.....	4
Industrial.....	2
Civil Affairs.....	1
Health.....	1
Engineering and Construction.....	0
Marine.....	0
Railroad and Terminals.....	0
Supply and Service.....	0

Division Awards For
NO DISABLING INJURIES
May

HOSPITALIZATION AND CLINICS
DREDGING DIVISION
CLUBHOUSE DIVISION
RAILROAD DIVISION
DIVISION OF STOREHOUSES
GROUNDS MAINTENANCE DIVISION
DIVISION OF SANITATION

AWARDS THIS CALENDAR YEAR

Clubhouses.....	4
Grounds Maintenance.....	4
Electrical.....	3
Storehouses.....	3
Dredging.....	2
Hospitalization and Clinics.....	2
Motor Transportation.....	2
Railroad.....	2
Sanitation.....	2
Navigation.....	1
Commissary.....	0
Locks.....	0
Maintenance.....	0
Terminals.....	0

The Salvage Depot and Diving School was organized and established in 1943 under the direction of the Superintendent of the Mechanical Division (now the Industrial Bureau) with William Badders designated as Salvage Master and Master Diver in charge of operations.

Mr. Badders was selected for this position because of the 22½ years of this sort of work he had had while on active duty in the U. S. Navy. The Navy agreed to leave him on inactive duty to work with the Canal's Salvage Depot and Diving School.

The purpose of the establishment was, and is, to train divers and salvage personnel so that they would be capable of performing any salvage project required to keep the Canal, channels, and ports open to shipping. They were also to be able to do all routine diving such as underwater construction, surveys, repairs to ships, etc.

Personnel to be trained were selected from among employees of The Panama Canal who had served at least two years in their trade. They had to be in the artificer branch; be between 20 and 30 years old; and be in good physical condition. The idea was to train all craftsmen to ply their trades under water. To date 35 Panama Canal employees have been trained as divers. Each has spent at least 144 hours under water to make a total of 5,040 hours of underwater time.

The Navy Department reviewed the school curriculum and requested that it be made available for U. S. Naval personnel. The Master Diver was authorized to rate the Navy men as Salvage Divers or Divers Second Class.

Thirty-one Navy men received the same training as The Panama Canal divers, for a total of 4,464 hours under water.

Altogether Panama Canal and Navy men have had a grand total of 9,504 hours in training under water, with only one lost-time accident due to diving. The fact that only one or two of these men had ever been under water before makes this a safety record to be proud of.

The Master Diver is even more proud of the fact that graduates of The Panama Canal Divers School have worked over 50,000 hours under water, since graduating, at one of the most hazardous occupations in The Panama Canal organization without a single lost-time injury due to diving.

The very latest and most modern salvage and diving equipment was procured for use in this training program and for the establishment of a central salvage depot from which to move equipment to projects as needed.

The present site of the Salvage depot and Diving School was selected for several reasons. Three modes of transportation, rail,

water, and truck, were needed to move equipment; the water nearby had the desired depth—35 to 85 feet—for training and was away from traffic; and a ship lying on the bottom of Gatun Lake at this site made an ideal training ground for divers.

Training classes were made up of 6 to 10 divers. On graduation each received a certificate, signed by the Governor, making them Divers Third Class. With this dual rate they were returned to their respective shops to be called as divers and salvage personnel when they were needed.

Here are some of the jobs accomplished by graduates of the school.

Divers removed a fully charged, live mine that was jammed between the rudder and propeller of a Liberty ship; this job was considered so ticklish that the crew took their personal effects and left the vessel until the job was finished.

They raised the U. S. Navy tug *Wenewa* after she sank in the entrance of Cristobal breakwater.

They demolished the bow section of a Liberty ship which had run aground and broken in half outside the Cristobal breakwater.

They placed live mines on and demolished two different ships which were sunk near the Canal channel.

They have refloated by using beach gear numerous vessels which were aground, and have made emergency repairs to damaged ships too numerous to count.

In the construction line graduates of the diving school have performed all of the diving on the new docks at Diablo, all diving for the laying of the trans-Isthmian pipelines for the Navy, and all diving required in connection with the opening of the third penstock at Madden Dam power station—a job that was in 120 feet of water.

They did all underwater work required during construction of the marine railways at Mount Hope and many other jobs that required from hours to weeks of diving.

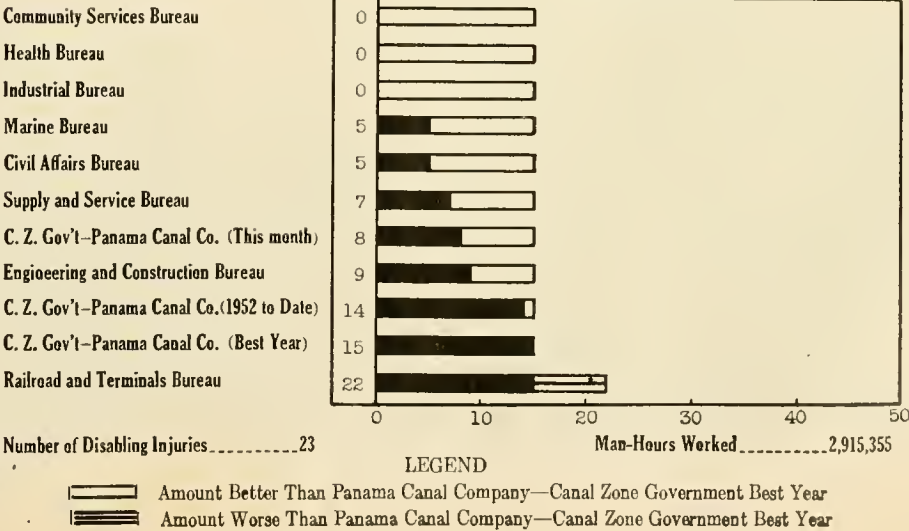
In addition to such work the divers have spent thousands of hours in making underwater inspection of damaged ship bottoms making detailed reports for ship agents to determine whether the damaged ship must be drydocked or could continue on its voyage.

In every case, regardless of which diver was called upon, they have always accomplished the tasks assigned to them. The divers usually take their regular turns regardless of the task involved.

This group of divers has not only established an outstanding safety record, but the men in it can more than hold their own with any group of divers in the world when it comes to safe work accomplished under water.

MAY 1952

Disabling Injuries per 1,000,000 Man-Hours Worked
(Frequency Rate)



Villages Antedating Settlement of U. S. Lie Buried Under Waters of Gatun Lake

Because of the general interest of present day Zonians in what the Canal Zone was like way back when, THE PANAMA CANAL REVIEW publishes a condensation of an article on the Lake villages. It appeared originally in the CANAL RECORD of December 6, 1911.

The villages between Gatun and Matachin will be covered by the water of Gatun Lake. They have never been important in the sense of size, or as the center of any peculiar type of life. In fact, they are little more than jungle hamlets, yet they have a distinct place in American history, because they were known to European civilization many years before Jamestown was settled or Massachusetts Bay was an English colony.

It is probable that most of them date from the early days of navigation on the Chagres River, when it was one of the most used routes for commerce across the Isthmus. Among these are Ahorca Lagarto, Barbacoas, Caimito, Matachin, Bailamonos, Santa Cruz, Cruz de Juan Gallego, and Cruces (Venta Cruz).

The region in which these lake settlements are situated will probably not be under water before August 1912, but the railroad track will be torn up in February and therefore the native hamlets and American canal settlements are being moved, the houses torn down to be erected again elsewhere, or, in the case of shacks, merely abandoned in the jungle.

It is difficult to persuade some of the inhabitants that the inundation will ever take place. One old bush settler, after receiving repeated warnings heedlessly, ventured it as his opinion that the Lord had promised never again to flood the earth.

The old village of Gatun, which lay on the river flats below the present town, was abandoned in 1908 and the site is now covered by 80 feet of rock and earth under Gatun Dam. At the time it was abandoned, the village contained a church, priest's house, school, a dozen small shops, and 90 or more small houses of all descriptions, from the bamboo hut with palm thatch to the typical sheet-

iron-roofed shanty. Most of the buildings were moved to the new townsite, now known as new Gatun.

Old Fort At Gatun

The antiquity of the place is uncertain because none of its buildings were of masonry. In his narrative of the pirate Morgan, Esquemeling says, "The first day they sailed only six leagues, and came to a place called De los Bracos. Here a party of his men went ashore, only to sleep and stretch their limbs, being almost crippled with lying too much crowded in the boats. Having rested awhile, they went abroad to seek victuals in the neighboring plantations; but they could find none, the Spaniards being fled and carting with them all they had."

The location on the river corresponds to that of Gatun. Even if the situation of De los Bracos is not identical with old Gatun, the narrative indicates that the region thereabout was somewhat settled. It is also known that the Spaniards had erected a fort 120 feet above the river, and evidences of the old fort are found today.

In the early days of the California immigration, it was the first stopping place in the canoe journey up the Chagres, where "bongo-loads of California travelers used to stop for refreshments on their way up the river, and where eggs sold four for a dollar and the rent for a hammock was \$2 a night."

In 1881 the French chose Gatun as the site of one of the canal residencies, erected machine shops there and built a number of quarters for laborers, calling the new section "Cite de Lesseps." This continued as a center of the work of excavation until 1888 when all operations ceased, not to be resumed here until 1904.

When the Americans arrived in 1904, Gatun was the center of a comparatively large river trade. Bananas and other produce from the Gatun, Trinidad, and Chagres Rivers were brought there for transshipment by rail and for sale.

The next settlement of any importance up the river from Gatun is Bohio. Between the two villages are three hamlets,

Lion Hill, Tiger Hill, and Ahorca Lagarto.

The first two are essentially railroad camps that have persisted since 1851 when they were, successively, the terminus of the road.

"Hang The Lizard"

Ahorca Lagarto, however, is on a bend in the river, and may well have been a resting place for the cramped travellers in canoes. Of the origin of its name Otis (a British historian of about 1860) says: "Ahorca Lagarto, 'to hang the lizard,' deriving its name from a landing place on the Chagres near by; this again, named from having, years back, been pitched upon as an encampment by a body of government troops who suspended from a tree their banner, on which was a lizard, the insignia of the Order of Santiago."

Until recently Bohio has been called Bohio Soldado (Soldier's Home). The French made it the site of one of their district headquarters in 1862; here as well as at any place can be seen today the plan of the sea-level canal which included the main channel and two large diversions or drainage ditches, one on each side of the canal proper.

Near Bohio are the hamlets of Penas Blancas and Buena Vista, both on the river and each merely a collection of huts of various descriptions. Frijoles is the next railway station, a village of 784 inhabitants in 1908.

Here for many years an old Frenchman ran a distillery in which he made rum of such good quality that he boasted that it was sold in Colon to rectifiers who made it into "genuine French cognac."

Tabernilla, the next village, was one of the centers of French work and there was a small field repair shop at this point. During the American occupation it became a village of over 2,000 inhabitants because here is situated the largest dumping ground on the canal work.

Bridge At Barbacoas

Between Tabernilla and San Pablo, the railroad crosses the Chagres River at Barbacoas. San Pablo was originally a plantation worked by Catholic priests. It was a railroad station in 1862, was a laborers' camp in the

(See page 16)



WHEN GATUN LAKE waters began to rise, villages near the Chagres river bed were depopulated. This old photograph shows the burning of native houses in the village of Matachin on October 1, 1913. Matachin, the settle-

ment next to Gorgona, was the place, halfway between Panama and Colon, where trains passed during the early days of the railroad.



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LETTERS TO THE EDITOR

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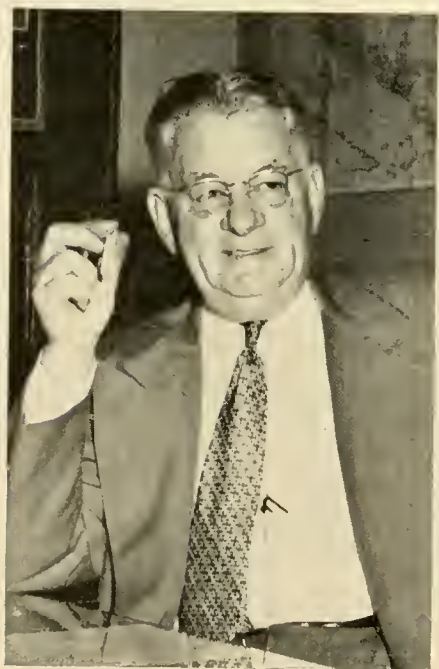
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Terminals Superintendent



ARBA E. BECK, new Superintendent of the Terminals Division, got to know the Canal Zone and like it when, a veteran of World War I, he was serving in the Army at Fort DeLesseps. After his discharge from the service he went to work with the Panama Railroad in 1925, first in clerical positions and later on the piers. He was promoted from stevedore foreman to head stevedore foreman in 1937 and four years later was made chief stevedore foreman. In January 1951 he was made Acting Assistant to the Superintendent of the Terminals Division and in June of this year was appointed to succeed E. S. MacSparran who was retiring as Superintendent. Mr. Beck's appointment was effective July 1.

OF CURRENT INTEREST

DIRECTOR VISITS ZONE



EDWARD D. MCKIM, member of the Board of Directors of the Panama Canal Company, and his son, Laurence, were visitors to the Canal Zone for two weeks last month. It was Mr. McKim's second visit to the Isthmus this year, having attended the Board of Directors meeting held here last January. Mr. McKim, whose home is in Omaha, Nebraska, is a member of the Executive Committee of the Board. He is one of the leading insurance executives of the United States and has served as Vice President of the Mutual Benefit Health and Accident Association in Omaha for the past 17 years.

Residents of 13 cottages on Ridge Road in Balboa Heights have been notified that the clearing of the area has been deferred and that they may remain in their present homes for another 12 months and possibly longer.

It was planned originally that the occupants of the houses would be moved by August 15 so that the cottages could be demolished to make way for new construction.

The Classification Committee, which formerly fixed ratings for positions in the Canal organization graded GS-8 or above, has been abolished by an executive regulation of June 16 which became effective immediately.

The authority to fix ratings for positions in grades GS-1 through 11 and CPC-1 through 10 has been delegated to the Personnel Director.

Ratings for positions graded GS-12 and above will be reviewed by the Personnel Director with the concurrence of the Comptroller concerning the management aspects of any position—(if the position is needed, if funds are available, etc.) and will be approved by the Governor.

About 75 U. S.-rate student assistants have been employed in the Canal organization for summer vacation work this year. There are five more than there were last year.

The assistants were chosen from among about 250 applicants.

They are employed in these Canal units: Locks, Storehouses, Police, Clubhouse, Maintenance, Engineering, and Motor Transportation Divisions; the Power Branch of the Electrical Division; Administrative Branch; Personnel Bureau; Aids to Navigation Section, and the Railroad and Terminals Bureau.

Because the production of milk at Mindi Dairy this year reached a point that for the first time was considered sufficient to Canal needs, the Mindi herd is being reduced by the sale of unprecedented numbers of calves.

About 100 calves ranging in age from 1 day to 30 months have been sold since March and about the same number are now being offered for sale.

About 30 of the calves that were sold went to Costa Rica and 35 to El Salvador, where they were shipped by air. Most of the remaining calves were sold to residents of Panama.

Placement of a new 72-inch sewer and connecting collector lines in Balboa and the repaving of Amador Road by Maintenance Division forces will be completed in about a month.

Construction of the sewer is one of the first major projects in a proposed long-range development plan for Pacific side sewage disposal.

The repaving of Amador Road, which started about two months ago, was completed the first of July except for about 1,000 feet near the Boy Scout Shack.

That remaining portion will be paved and an allied project, construction of an additional traffic lane on the west side of Balboa Road between La Boca Road and the Amador Road intersection will be completed about August 15.

Ten new civilian doctors are starting 1-year rotating internships at Gorgas Hospital in the annual first of July turnover of medical personnel entering and leaving hospital training programs.

There are also 16 residents in training at Gorgas, some of whom started their residencies on the first of the month and others who are in their second or third year of residency training. Only two of the residents are Army physicians.

Three New Executives
Of Canal Arrive Soon

Three new Canal officials are expected to arrive on the Isthmus to take over their new duties early next week.

Brig. Gen. Don Longfellow, new Health Director, will arrive by transport about July 10.

Col. Craig Smyser, who will become Engineering and Construction Director, is expected to arrive on the same ship.

Dr. Walter G. Nelson, who will assume the position of Chief of the Division of Preventive Medicine and Quarantine, is expected to arrive July 7 on the *Cristobal*.

General Longfellow will come from Washington, D. C., where he has been on duty in the Office of the Surgeon General.

He served in the Canal Zone for about a year in 1930 as a physician at Colon Hospital.

He was born in Hobbs, Ind., attended high school at Windfall, Ind., obtained a B. S. and M. D. at Indiana University and a Master of Public Health degree from Yale University.

General Longfellow is also a graduate of the Army Medical School, the Medical Field Service School at Carlisle Barracks, and has had professional training in bacteriology at the Army Medical School in Washington, D. C.

Colonel Smyser has been on duty in the office of the Chief of Engineers in Washington.

His World War II assignments included duty in the China-Burma-India Theater as Deputy Commanding Officer and Commanding Officer, Base Section, and Executive Officer and Deputy Chief of Services and Supply.

Colonel Smyser was born in Kansas. He was graduated from the U. S. Military Academy at West Point in 1934; and was also graduated from the Army Engineer School; and obtained an M. S. degree in civil engineering from the Massachusetts Institute of Technology in 1939.

Dr. Nelson will come to the Isthmus from Paris, where he has served as Medical Director for the United States Public Health Service at the American Embassy.

Fourth Of July



BLACK UMBRELLAS were fashionable sunshades for spectators on July 4, 1912.



MARINE AND SAILORS scaled a wall near the Tivoli as part of the 1912 festivities.



TRAFFIC must have been terrible in 1915; look at those automobiles.

Fourth of July celebrations in the Canal Zone are about as old as the Canal Zone itself. The first was in 1905.

From 1907 to 1919, according to old records, the Fourth of July celebrations were official in nature. The Chairman of the committee in charge was named by the Governor, or, before the Canal was opened, by the Chairman of the Isthmian Canal Commission. During the war years of 1917 and 1918 the Chairman was selected by the Commanding General.

In 1915, at the suggestion of C. A. McIlvaine, then Executive Secretary, the official celebration was omitted. In 1920 Governor Chester Harding decided that no official celebration would be held and left the manner of celebrating Independence Day to the various communities.

Ever since, the Atlantic and Pacific communities have arranged their own celebrations.

In 1923 the American Legion sponsored the July 4th celebration in the Canal Zone and in 1924 Wilson Kromer, then Assistant Auditor and later Comptroller, was dismayed at the lack of interest in a community celebration. He voluntarily served as Chairman of an Independence Day committee and arranged for a celebration so that the children, at least, would have a good rousing July 4th.

Since the mid-1920's, a committee for the celebration of Independence Day has been composed of volunteer members. From this committee a general chairman is elected to direct activities each year. Usually a meeting of this committee is called in March or April by the general chairman who had served for the preceding year's celebration.

Oldtime Family Picnics

Oldtime Fourth of July activities in the Canal Zone resembled old-fashioned family picnics much more than do the somewhat more formalized observations of today. And much more emphasis was laid on sports than on patriotic exercises in those days.

THE CANAL RECORD, faithful reporter of Canal Zone activities for the construction period and some years thereafter, recounts at some length details of the celebration of 1908. That for 1907 is dismissed with the phrase that the 1908 celebration was to "follow generally that of the previous year." Of course the first issue of the CANAL RECORD did not appear until September 4, 1907; had it been two months earlier the July 4th activities would undoubtedly have been reported in great detail.

In 1908, the CANAL RECORD says, Zonians turned out in great numbers to attend festivities at Cristobal and Ancon.

Fireworks were important in those days as they have been ever since. The only exception was in 1942 when war conditions led to the cancelation of the usual fireworks display. But in 1908 firecrackers were distributed to all of the children who wanted any—and what child doesn't—and there was also a "pyrotechnic display" which included such set-pieces as "Incandescent Suns," "Wierd White Falls," and "Aladdin's Jeweled Tree."

\$5 On A Greased Pole

In 1908 there were band concerts, boat races, athletic events such as a sack race, a tug-of-war, and a three-legged race. In Cristobal the day's sports included climbing a greased pole which had \$5 on top



Canal Zone Style

of it as a prize for the winner, and a horse race between volunteer fire companies. At noon warships in Cristobal harbor fired a 21-gun national salute.

On the Pacific side in 1908, one Lt. Glen E. Edgerton was a member of the Independence Day Committee. Thirty-two years later he was Governor of the Canal Zone.

That year Pacific side events included a bucking-horse contest, a wall-scaling contest between sailors and marines, a ball at the Hotel Tivoli, and all kinds of sports and athletic events.

During the next few years the official celebration alternated between the two sides of the Canal Zone. In 1911, for instance, Cristobal was the site of the official activities; in 1912 it was the Pacific side's turn. There were smaller, non-official celebrations "along the line" with part of the July 4th funds going to the line towns for fireworks.

1912 Celebration Gala Affair

In 1912 the committee, headed by Rear Adm. H. H. Rousseau, for whom the town of Rousseau is named, planned an elaborate celebration. There was a picnic "on the slope where the Ancon school stands," track and field events on a ball park near the Hotel Tivoli, and aquatic events, including diving from an 85-foot tower, in Balboa harbor.

The roads leading to the Hotel Tivoli were decorated in the national colors, hung over three improvised arches. Three bands—from the ICC, the Marine Corps, and the Infantry—furnished music at a concert at the Tivoli. Rainy weather curtailed the fireworks display from Old Reservoir Hill, but a ball at the Tivoli successfully concluded the day's festivities.

After the official sponsorship ceased and July 4th celebrations became community affairs, the days' programs were concentrated largely on sports, children's activities, and such. A fireworks display was always the crowning feature of the day and band concerts were usually scheduled.

With the beginning of World War II the community programs were somewhat curtailed and much greater emphasis was laid on the patriotic exercises.

In 1940, for instance, President Franklin D. Roosevelt's July 4th address was rebroadcast to local audiences.

1942—A Wartime July 4th

Two years later the Balboa celebration had as its theme "Inter-American Unity."

Panama's President, Ricardo Adolfo de la Guardia, attended the ceremony at the Balboa stadium and his brother, Camilo de la Guardia, who was Minister of Government and Justice, was the speaker for the day. Boys and girls from Panama marched alongside Canal Zone youngsters in the big parade, eight bands played in a massed-band concert and servicemen provided color guards.

There were no fireworks that year—the nightly blackout was still in effect—and although the usual athletic events took place, War Savings Stamps and Merit Certificates were awarded instead of the usual medals or trophies.

One touch of that World War II July 4: The people of Pedro Miguel planned their town celebration so that at no time would they be far away from the town's hillside air raid shelters.

This year there are two major Fourth of July celebrations, one (See page 12)



KIDDIE TRAINS are important for the younger July 4th celebrators.



MANY TROOPS as well as friends from Panama were high spots of July 4, 1942.



STILL WARTIME, and the V for Victory sign was everywhere in 1943.

Longtime Maintenance Division Worker Has Record Of 45 Years In Same Office

There aren't very many people, here or anywhere else, who can boast of having worked in the same office for 45 years. But that is the record of Eustace E. Butcher, office helper for the Maintenance Division in Gatun.

Butcher, who was born in Barbados in 1887—he will be 65 years old on July 9—was a tailor by trade when a Canal recruiting team came to Barbados in 1907. Their offer sounded good and, along with several hundred of his countrymen, the young tailor started on what turned out to be the adventure of his life.

The trip from the islands, he recalls, was pleasant and for him, anyhow, not marred by seasickness. He has never been back to Barbados since he arrived, so he really isn't too good a judge of his seafaring ability.

When he arrived here Butcher began work for the Municipal Division and he has been a Municipal Division employee—first when it was the Municipal Division and now the Maintenance Division—ever since. The first day and a half, he recalls, “they put a shovel in my hand” to build a dam at Gorgona.

For the next 5 months, he worked at Las Cascadas, most of the time carrying mail between Las Cascadas and the head office at Bas Obispo. These four round trips daily he made on foot and, he says, “the sun was hot in those days, hotter than it ever is now. It burned your eyes, then.”

In Gatun Since 1907

In August 1907, Butcher was transferred to the Municipal Division's Gatun office to work as a messenger, storeman, and office helper. That office was on land which is now under water. Since 1907 Butcher has never worked anywhere but in Gatun and for the past 33 years has lived in the same quarters, 364-E, in Gatun.

Except for 10 days in 1938, when he



EUSTACE E. BUTCHER

was a hospital patient, he has never missed any time because of illness.

Butcher is married. He and his wife never had any children of their own, but they have one adopted daughter who has lived with them since she was a baby. Her two children, 6 and 4 years old, are just as much Butcher grandchildren as if they were really blood-kin.

Forty-five years ago, when Butcher first came to Panama, he tried to do a little tailoring on the side. But office work and outside tailoring are too hard on the eyes, he said, and he soon gave that up. For a while he sold bus tickets as an outside occupation, but he has also given that up. Church work and activity in several lodges now keep him busy after office hours.

FORTY YEARS AGO

In
June

The tug *Reliance* with three barges in tow completed a 10,500-mile journey from Cristobal to Balboa 40 years ago this month, steaming into Panama Harbor 126 days after leaving the Atlantic side.

The barges were sent via the Strait of Magellan because the long water trip was cheaper than it would have been to dismantle them and send them across the Isthmus by rail.

The barges, needed for sand operations at Chame Point, had been taken out of service on the Atlantic side when the sand pits at Nombre de Dios went out of operation.

Dancing was one of the most popular forms of amusement in the Canal Zone in 1912 and the CANAL RECORD noted the number of clubs devoted to dancing. The Tivoli Club, which held its dances at the Tivoli Hotel, was the oldest and largest of them all, and the Strangers Club, was “one of the oldest on the Isthmus.” Among eight others were the Wizards, Ramblers, and Kangaroos at Empire, and the Lock City and H2O Clubs at Gatun.

An account of the operations of Ancon Hospital Farm 40 years ago in June noted that the smallest sow among the hospital's 62 hogs gave birth to the record litter of nine pigs. The farm's 125-head dairy was producing about 260 quarts of milk a day at the time.

Provisions for a distillation tax were amended to prohibit the operation of stills or the manufacture or distillation of spirits or alcoholic liquors in the Canal Zone. The Executive Order containing these provisions provided for fines up to \$1,000 for violators.

Preliminary work on the site for a modern passenger station for the Panama Railroad Company at its Panama terminal was started 40 years ago in June.

The last 9½ miles of the relocated Panama Railroad, known as the Gold Hill Line, was formally transferred to the Company and the relocation organization, which had been an independent department, went out of existence on June 30.

The relocation, which actually involved new construction from Mindi to Corozal,

Incas' Society Records Among Gifts Presented To C. Z. Library-Museum

A number of items of historical interest or of interest to local naturalists have been added recently to the permanent collection of the Canal Zone Library-Museum.

Included in the recent gifts is a collection of the letters, clippings, and papers of Charles L. Parker, relative to his activities in the Society of the Incas. This collection was given to the museum by J. Wendell Greene, Treasurer of the Panama Canal Company.

The late Mr. Parker came to the Canal Zone in October 1904 as a “copyist.” He later worked as a clerk, chief clerk, assistant depot quartermaster, and was also a survey officer. In 1927, he was made Deputy Marshal of the District Court and served until his death in September 1937.

The Society of the Incas was composed of men and women who went to work for the Isthmian Canal Commission or the Panama Railroad during the year 1904. For many years this group held an annual dinner on May 4, the anniversary of the date when the United States Government took over the French canal property.

Society of Incas Pin

Members of the Society were entitled to wear a pin of white, green, and gold, which showed a map of the North and South American continents drawn to scale with the figures “1904” across the face. On the reverse side there were the words “Society of the Incas” and “Panama Canal.”

Other recent gifts, some of which are not yet on display for lack of suitable space, are:

A mug from the old Century Club, gift of Leopoldo Arosemena; a collection of local shells and samples of local wood, gift of the Girl Scouts, through Miss Mary L. Patton; an excavation sample, core drill, gift of J. M. Culpepper; relics from Gorgona and Las Cruces trails, gift of C. W. Kilbey; stuffed local animals, gift of G. W. Pougher; journal box covers from French dump cars, gift of J. F. Prager; local wood specimens, gift of E. L. Farlow; a collection of local photographs, the gift of Col. George H. Hesner, and a seven and one-half foot bushmaster in formaldehyde, from Fred W. Morrill of Diablo Heights.

Loans which will be on display during July are:

Americana (celebrating the Fourth of July), from the private collections of C. W. Kilbey, Russell T. Wise, and Mrs. Howard S. Engelke; a collection of Spanish stirrups, from the collection of A. L. Wright; a collection of knives, decorative and useful, also from Mr. Wright; and a stamp album from his father's collection, a loan from Mr. Arosemena.

was necessary because of Canal construction along the former roadway.

The original plan for the railroad south of Gamboa to follow the east bank of the Canal and pass through Culebra Cut on a berm was abandoned because of slides on the east bank and the last part of the line to be completed was rerouted back of Gold Hill and through Miraflores tunnel.

Canal Enterprise Passes 50th Birthday Under U. S. Since First Basic Law Passed

The Panama Canal as an enterprise of the United States last Saturday passed its Golden Anniversary.

The date—June 28, 1902—is now little remembered by the general public. It was on that date when President Theodore Roosevelt signed the Spooner Act into law. Succeeding years and momentous events have crowded the launching of the Canal enterprise into obscurity.

The famous Spooner Act authorized the President to buy the rights and properties of the New French Canal Company and "to cause to be constructed" an Isthmian canal of sufficient capacity and depth to provide "convenient passage for vessels of the largest tonnage and greatest draft now in use, and such as may be reasonably anticipated."

The passage of the Spooner Act by Congress had come after many years of investigation on isthmian canal routes and plans. It also came after a long and acrimonious debate in Congress over the route to be selected. The important aspect was the change in the original Bill in Congress, which already passed the House, from the recommendation for the Nicaraguan route to the word "isthmian" route. This actually opened the way for the construction of the Panama Canal, which had been blocked by the first Bill.

The Spooner Act was actually an amendment to the original legislation. It was introduced in the Senate by Senator John C. Spooner of Wisconsin after the Walker Commission had submitted a supplementary report on its first recommendations favoring the Nicaraguan route. This supplemental report was made after the French Canal Company had notified the Walker Commission that it would sell its rights and properties on the Panama Canal route for \$40,000,000, the estimate of its value set by the Walker Commission.

After this supplemental report was submitted Senator Spooner introduced an amendment to the original legislation which virtually made it into a new Bill.

Debate on the Spooner amendment opened in the Senate June 4 and came to a vote June 19 after much stormy debate. It passed the Senate by a vote of 67 to 6. The legislation was then referred to a joint committee of the House and Senate and after the House members of that committee yielded the Spooner Act was passed by the House on June 25 by a vote of 260 to 8 votes. The Act was signed into law by President Roosevelt 3 days later.

According to Gerstle Mack in his book *The Land Divided*, the real leader in Congress around the Panama route was not Senator Spooner but Senator Mark Hanna of Ohio. He credited Senator Hanna with passage of the measure because of Hanna's superb oratory, his political experience, and his adroitness as a parliamentarian.

A feature of the Spooner Act was the provision for the construction of the Canal to be done under the direction of a Commission of seven members, at least four of whom were to be engineers, of which one had to be an Army officer and another a Navy officer.

Acting upon his authority granted in the legislation President Roosevelt the following February appointed what became known as the first Isthmian Com-



MEMBERS OF THE first Isthmian Canal Commission, on the front row shown above, at one of their early meetings were: Left to right—Maj. Gen. George W. Davis, who was appointed the first Governor of the Canal Zone; Rear Adm. John G. Walker, named Chairman of the Commission; Frank J. Hecker; and William Barclay Parsons. Standing at the back, left to right, are: William H. Burr, Benjamin M. Harrod, and Carl E. Grunsky. The Commission held its first meeting on the Isthmus in March 1904. Governor Davis issued his first Proclamation as Governor on May 19, 1904. The picture above is reproduced from Joseph Bucklin Bishop's *The Panama Gateway*.

mission with Rear Adm. John G. Walker as Chairman. Other members were Maj. Gen. George W. Davis, who was to become the first Governor of the Canal Zone, William Barclay Parsons, Benjamin M. Harrod, Frank J. Hecker, William H. Burr, and Carl E. Grunsky.

Most of these members had served on the original Walker Canal Commission, appointed in 1899 by President McKinley to investigate and recommend an isthmian canal route. It was the report of this commission which later resulted in the basic legislation for the construction of the Panama Canal which became known as the Spooner Act.

The first meeting of the first Isthmian Canal Commission was held March 22, 1904, in Washington. Accompanied by Col. William Crawford Gorgas the Commission arrived in Colon April 5, 1904, for their first visit to the Isthmus. The members inspected the proposed project and first established headquarters in Colon in addition to the Pacific headquarters in Panama City already transferred from the French Canal Company. The Commission spent two weeks on the Isthmus before returning to Washington to settle down to the major task of organizing the tremendous work, purchasing equipment, and employing personnel.

Balboa Waterfront Is Home To Granny



GRANNY is a waterfront character from way back. The pet of almost everyone who has business around the Harbormaster's office on Pier 18, Granny is close to 13 years old. She was born on Pier 18 and was crippled when she was only a week or so old. Her left front paw was cut off by a falling piece of 12 by 12 timber, but despite her handicap Granny is a spry cat for her age. During her lifetime she has done more than her bit toward increasing the local feline population, producing one litter of kittens after another. Her human friends on the docks find homes for her offspring or else the kittens stray away when they are big enough to wander. Right now, one of her progeny makes his home with her on the pier.

First Houses on Pacific Side Completed By Canal Division



THIS IS ONE of the first two new houses completed in the Canal's 1952 quarters building program. These houses were built by the Maintenance Division.

Two cottages that were only "1952 construction projects" last month are now homes for two Canal families.

Captain and Mrs. Richard C. Sergeant and their young daughter, Kay, and Mr. and Mrs. W. W. Wood effected the transition recently when they moved furniture and fixtures, bag and baggage, into the first houses to be completed in the 1952 quarters-building program.

Their new homes are on Morgan Avenue near the intersection of the newly-relocated Pyle Street, looking down the hill toward Balboa Road and right over the top of the Scottish Rite Temple.

The two new three-bedroom houses are part of the so-called Morgan Avenue-Pyle Street development that is changing the face of the hillside from a cluster of old gray construction day houses, to a muddy or dusty building site and finally the new yellow, green, and buff colored cottages and duplexes now being completed.

The new houses occupied by the Ser-

geants and the Woods are three-bedroom cottages. There will be five more cottages and three duplexes in the area when the development is completed about the end of August.

The new houses will be ready for assignment at the rate of about two a week until the area is filled with new Canal tenants.

The site development and construction

work in the area has been done by the Maintenance Division, whose estimate for the housing construction was about \$60,000 or 18 percent below the bid prices submitted by contractors for the housing.

The house construction started the first of February. The site development work in the area was done by the former Municipal Division—now part of the Maintenance Division—in the 1951 fiscal year.

The former houses in the Morgan Avenue-Pyle Street area were primarily four-family structures, built originally in construction towns along the line of the Canal from about 1907 to 1910 and re-located in Balboa about 1914.

Ten Years Ago in June

Axis submarine warfare moved uncomfortably close to the Canal Zone. Between June 3 and June 14 thirteen allied ships went to the bottom under shells or torpedoes, or both. Five of the ships were sunk in one day, June 5.

Hundreds of survivors, some of them carrying the lifebelts which had saved their lives, were ashore here. Many of them proudly displayed the autographs placed on the belts by fellow survivors in lifeboats. In at least one case survivors were two-timers. Members of the crew of the Dutch freighter *Crynssen* had been picked up by the oreship *Lebore*, only to have the *Lebore* torpedoed soon thereafter.

Local shops stayed open on Sundays to provide clothing for the torpedoed men, many of whom arrived clad only in underwear and heavy coats of suntan.

In the Editor's Mail



BOY SCOUTS in the Canal Zone were making camping expeditions as early as 1910, according to a former resident of the Isthmus whose interesting and informative letter to the Editor of THE PANAMA CANAL REVIEW appears below.

The writer, Harry W. Otis, lived in the Canal Zone from 1905 until 1921. He was employed as a plumber. His letter follows:

"Your interesting story about Canal Zone Scouts 42nd anniversary—February REVIEW—was well written but not complete or entirely correct. The early Scouting you mention in Boquete in 1924 was 14 years after Gorgona Scouts had camped on Toro Point. The enclosed picture is a copy of the original taken in front of the Gorgona Clubhouse the day they started for Toro Point.

"This outing was made possible through the thoughtfulness of the Chief Engineer, at that time Col. Geo. W. Goethals. He also furnished Gorgona Scouts, upon request, a pass good on any Sunday train, in either direction. That made it possible for them to go hiking any Sunday they wished.

"This troop, that developed from a Sunday School

class in 1908, had their own clubhouse on a steep hard-to-climb hill back of Gorgona. They have hiked all the way across the Isthmus in about five-mile stages. They hiked all over Gatun Locks and Dam during early construction, over the Panama Railroad relocation soon after it was laid out, also over much of the old location. They hiked through the Cut from Gamboa to and including the Miraflores and Pedro Miguel Locks. They have swum in both oceans, a number of places in the Chagres River, and some other places where they found water clean enough and deep enough.

"No serious accidents happened during the many months of Scouting. There were a few burned fingers acquired while the boys were cooking their own meals over camp fires. Although a well-equipped first-aid kit was always carried, it was not needed for anything more serious than slight abrasions.

"Although there is apparently no record of the Gorgona Scouts, they had official uniforms and badges. Some earned merit badges. Further Canal Zone Scouting news should include these early activities.

Fourth of July, Canal Zone Style

(Continued from page 9) for the Pacific side and one for the Atlantic side. M. E. Walker and W. B. Mallory are co-chairmen for the Pacific side; Jack Rice is Atlantic side Chairman.

On the Pacific side Governor John S. Seybold will be the day's main speaker. He will address an audience at the Balboa stadium during the afternoon exercises.

A fired salute to Independence Day will wake Pacific siders in the morning. There will be a gala parade and the customary children's activities and athletic events. In the evening a display of fireworks from Sosa Hill will end the Pacific side July 4th celebration.

No speeches are planned for the Atlantic side. There is to be an opening parade followed by a flag raising ceremony in front of the Margarita school. All civic organizations are cooperating in a joint display in the main wing of the old Margarita hospital and a lengthy program of athletic events is planned. At noon the town of Gatun is having a barbecue.

Fireworks set off from the Margarita ball park will climax the Atlantic side celebration

OUR OUT-OF-DOORS

Some of the first things spotted by visitors to the Canal Zone Experiment Gardens at Summit are the cannonball trees. Several trees are located near the entrance to the gardens and others are scattered through the grounds.

There are drones among trees, for they have no economic importance. Technically known as *Couroupita quianensis*, they are among the most curious trees of tropical South America.



IT'S OBVIOUS why this is called a cannonball tree. Several specimens are in the Experiment Garden at Summit.

They bear fleshy, fragrant, and unusual shaped flowers on long woody stems which emerge without any evident pattern from the trunk and large branches of the trees.

The common name, of course, comes from the large globular fruit, which is about the size of a human head and resembles a rusty cannonball.

The fruit, which takes eight or nine months to ripen, contains a mass of very disagreeable smelling pulp. This is creamy-white when the fruit is first opened but it soon turns green and then brown as oxidation takes place.

The cannonball tree is closely related to the well-known Brazil nut, *Bertholletia excelsa*, and to the monkey pod, *Lecythis elliptica* and *Lecythis turyana*.

June Bugs

Gardeners around the Canal Zone are being plagued these days with the common "May beetles" or "June bugs." Scientific name for the pests is *Laebnoster sp.*

They are exceptionally abundant at this season of the year and do most of their damage to plants in the early evening—usually between six and seven o'clock.

Everyone is familiar with these beetles. Some of the smallest species are only a quarter of an inch long; the more abundant and obvious kinds are the large, stout, lumbering beetles which come blundering into lights at night.

Smart gardeners can turn the bugs' affinity for lights to the beetles' undoing. One method of combating the pests is to place a large container of water with a film of oil on it under a suspended light in the garden.

The insects are attracted to the light, fall into the water and are drowned.

Chlordane or arsenate of lead sprayed on plants that are being eaten by the beetles is also effective in destroying the June bugs.



Have you noticed you've been eating potatoes lately?

Some people in the United States haven't, you know.

The papers said so, and radio newscasts, and so did Isthmians who were visiting there.

Commissary customers ate potatoes all through the shortage in the United States, thanks to one of the Division's purchasing agents in New York.

He sounded the warning that sent an order flying that kept potatoes in Commissary bins right through it all.

You don't have to pat him or the Commissary Division on the back for their foresight.

That's their business—keeping potatoes on your table—and beans and rice and butter and all the staples it takes to keep Canal people full and happy.

And, at times, that business has been harder than it was during the potato shortage.

About two months ago the purchasing agent in New York told Commissary Division people on the Isthmus that soon there just weren't going to be very many potatoes—despite the surpluses of a short time back when they were being burned and given away.

So the people on the Isthmus issued purchase authorities for a longer advance period than usual.

True to the agent's prediction potatoes got shorter and shorter in the United States. News stories and letters from people who were there told about black markets, tie-in sales, and other marks of a real shortage.

At the same time on the Isthmus there were more potatoes than usual in the cold storage warehouse—because of foresighted orders.

The potato situation wasn't always so rosy with the Commissary Division. On a recent Friday night less than a day's supply of the old crop of potatoes remained in the warehouse.

But, come Monday and another Panama Line ship, there were more potatoes—from the first of the new crop in the United States. The new potatoes went out to the retail stores that night and were on sale when the

Commissary doors opened Tuesday morning.

Price controls had been removed in the meantime and with a lot of buyers bidding for the short supplies the new potato crop entered the market at two cents a pound more than the old crop.

But potatoes are one of those staples the Commissary Division considers a necessity for its customers and the new potatoes were purchased—even if they did cost more.

So it goes—with potatoes and all the other staples stocked by Canal commissaries.

The recent potato problem was comparatively easy as far as "stock protection" was concerned. Things are not so simple when transport workers go out on wild-cat strikes, without letting the Commissary Division in on their plans, leaving Commissary goods stranded on piers or in railroad cars, for instance.

Or, for really rough times, there were the war days when trainloads of merchandise for the Commissaries were headed for one port, only to have that port closed because of a submarine threat on one of the ocean lanes.

But there have been few times when the Commissary Division didn't manage to find some goods some place and some means to get it to the stores and customers in the Canal Zone—the routine and important job that goes on day in and day out and year in and year out to keep food available for Canal people.

Many Commissary customers may not know that the Balboa and Margarita Commissaries sell a complete line of artist colors in tubes and the most generally used types and sizes of brushes.

Although the supplies are suitable for use by the best artists, salesclerks will not insist that you present a sample of your work to buy them.

The supplies can be put to good use by a lot of nonartists who dabble only in handicraft and home decorating as well as the potential Raphaels in the arty set. Learning to paint can be fun, too, regardless of age or lack of previous experience.

Past Fiscal Year Crowded With Records Of Greatest Significance In Canal's History

(Continued from page 1) initiated more than \$680,000 worth of such work.

Other major projects of the Maintenance Division during the year was the installation of the interceptor sewer line in Balboa on which over \$480,000 was spent during the past year. Part of this was contract work carried over from the previous fiscal year. The installation of the main 72-inch sewer line has been completed but some collector sewers are still to be installed. In addition, this division had an appropriation of \$301,000 for its street improvement program.

Another major improvement project which was carried forward during the year was the renewal of the electrical facilities of the Canal Locks. This work is being done by the Canal forces.

Panama Purchases Increased

Of special interest in the Republic of Panama was the great increase in the amount of local products purchased by the Canal agencies during the past fiscal year. The final figures on these are not available but the total will be far higher than any year in the Canal's history.

There were few units of any major size which were not affected by the big events in the Canal Zone during the past year. Some of the others of these were:

The Health Bureau in which a major program of consolidation was carried for-

ward. This included the consolidation of dispensaries, major improvements in the facilities and services at Gorgas Hospital, and the completion of arrangements to purchase the Health Bureau's drug and medical supplies through the Army, which is expected to result in substantial economies.

Some of the major changes in the Community Services Bureau were the various consolidations accomplished in the Housing and the Clubhouse Divisions. The former "housing areas" were rearranged and consolidated, and the Clubhouse Division carried forward a continuous program of consolidation of its facilities.

One of the events of the past year which attracted much attention locally was the transfer of approximately 100 acres of land from the Corozal Army reservation to the Canal for its housing program.

Among the year's occurrences in the Canal's organization in the United States was the transfer of the procurement services from the Washington Office to the New York Office.

A party of officials from the Canal Zone and Panama drove across the Isthmus and back on the trans-Isthmian highway ten years ago. The round trip from Madden Dam to Colon took three hours and 10 minutes. Both lanes of the highway, from Randolph Road to Madden Dam, had been completed late in May.

THIS MONTH'S CALENDAR

JULY

- 5th—Track Foremen, No. 2741, Balboa B & B Shops.
 6th—VFW Post No. 3857, Veterans' Club, Cristobal, 9 a. m.
 7th—Postal Employees, No. 23160, Balboa Lodge Hall, 7:30 p. m.
 Pedro Miguel Civic Council, Union Church, 7 p. m.
 Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.
 VFW Post No. 727, Fort Clayton, 7:30 p. m.
 VFW Post No. 3822, Curundu Road, 7:30 p. m.
 American Legion Post No. 3, Gatun, 7:30 p. m.
 8th—Electrical Workers, No. 397, Wirz Memorial, 7:30 p. m.
 VFW Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
 American Legion Post No. 7, Fort Clayton, 7:30 p. m.
 American Legion Auxiliary No. 1, Balboa, 7:30 p. m.
 9th—Carpenters, No. 913, Balboa Lodge Hall, 7:30 p. m.
 Pacific Civic Council, Board Room, Administration Building, 7:30 p. m.
 American Legion Post No. 2, Cristobal, 7:30 p. m.
 11th—Blacksmiths No. 400, with Boiler-makers No. 463 and 471, Margarita K. of C. Hall, 7:30 p. m.
 13th—Pipefitters, Margarita Clubhouse, 9:30 a. m.
 Sheetmetal Workers, No. 157, Balboa Clubhouse, 9:30 a. m.
 Plumbers, No. 606, Margarita K. of C. Hall, 9:30 a. m.
 14th—Machinists No. 699, Margarita K. of C. Hall, 7:30 p. m.
 American Legion Post No. 1, Balboa, 7:30 p. m.
 15th—Operating Engineers, No. 595, Margarita K. of C. Hall, 7 p. m.
 Machinists No. 811, Balboa Lodge Hall, 7:30 p. m.
 16th—AFGE No. 14, Balboa Clubhouse, 7:30 p. m.
 American Legion Auxiliary No. 3, Gatun, 7:30 p. m.

- 17th—American Legion Auxiliary No. 6, Gamboa, 7:30 p. m.
 20th—CLU-MTC, Margarita Clubhouse, 8:30 a. m.
 21st—Electrical Workers, No. 677, Gatun Masonic Temple, 7:30 p. m.
 Truck Drivers, Balboa Lodge Hall, 7:30 p. m.
 22d—Operating Engineers, No. 595, Balboa Lodge Hall, 7 p. m.
 VFW Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
 American Legion, Post No. 7, Fort Clayton, 7:30 p. m.
 Marine Engineers' Beneficial Association, No. 96, Elks' Club, Margarita, 7 p. m.
 23d—AFGE No. 88, Margarita Clubhouse, 7:30 p. m.
 American Legion Auxiliary No. 2, Cristobal, 7:30 p. m.
 24th—Governor-Employee Conference, Board Room, Administration Building, 2 p. m.
 28th—Machinists No. 699, Margarita K. of C. Hall, 7:30 p. m.
 VFW Auxiliary, Curundu Road, 7:30 p. m.

AUGUST

- 1st—American Legion Post No. 6, Gamboa, 7:30 p. m.

July Sailings

From Cristobal

Panama	July 4
Cristobal	July 11
Ancon	July 18
Panama	July 25

From New York

Cristobal	July 2
Ancon	July 9
Panama	July 16
Cristobal	July 23

PROMOTIONS AND TRANSFERS

May 15 Through June 15

The following list contains the names of those U. S.-rate employees who were transferred from one division to another (unless the work is administrative) or from one type of work to another. It does not contain within-grade promotions or regradings.

ADMINISTRATIVE BRANCH

Francis E. Reardon, from Clerk, Housing Division, to File Clerk, Records Section.

Mrs. Della L. Hancock, from File Clerk to Clerk-typist, Records Section.

Louis L. Moolchan, from Mail Clerk to File Clerk, Records Section.

CIVIL AFFAIRS BUREAU

William J. Cozens, III, from Policeman, Police Division, to Postal Clerk, Postal Service.

Barry H. Kenealy, from Fireman to Policeman.

Fred H. Lee, from Cash Accounting Clerk, Electrical Division, to Postal Clerk, Postal Service.

Fred A. Durling, Jr., from File Clerk, Personnel Records Division, to Postal Clerk, Postal Service.

Mrs. Josephine E. Hilty, from Cash Accounting Clerk, Industrial Bureau, to Clerk-stenographer, Police Division.

Mrs. Mary E. Soper, Mrs. Marguerite F. Little, from High School Teacher to Substitute Teacher, Schools Division.

J. D. Barnes, from Security Guard, Locks Division, to Postal Clerk, Postal Service.

John M. Walker, III, from Fireman, Fire Division, to Postal Clerk, Postal Service.

ENGINEERING AND CONSTRUCTION BUREAU

Richard J. Mahoney, from Principal Foreman, Maintenance Division, to Construction Inspector, Contract and Inspection Division.

Ruben D. Arosemena, from Landscape Architect, Grounds Maintenance Division, to Landscape Architect, Engineering Division.

Carmine Ammirati, from Bricklayer, Plasterer, and Tilesetter, to Tilesetter Leader and Bricklayer Leader, Maintenance Division.

Leslie O. Anderson, from Carpenter Foreman, Maintenance Division, to Construction Inspector, Contract and Inspection Division.

Robert H. Turner, from Filtration Plant Operator to Mechanic, Maintenance, Construction Equipment, Maintenance Division.

Albert Saarinen, from Lock Operator Wireman, Pacific Locks, to Construction Inspector, Contract and Inspection Division.

Frank L. Cunningham, from Foreman to General Foreman, Electrical Division.

Mal L. Dodson, from Cablesplinter Leader to Foreman, Electrical Division.

Theodore W. Schmidt, from Wireman to Electrician Operator-Foreman, Electrical Division.

James G. F. Trimble, from Wireman, Electrical Division, to Electrical Construction Inspector, Contract and Inspection Division.

Calvin R. Groves, from Traffic Clerk, Terminals Division, to Construction Inspector, Contract and Inspection Division.

ANNIVERSARIES

Employees who observed important anniversaries during the month of June are listed alphabetically below. The number of years includes all Government service, with the Canal or other agencies. Those with continuous service with the Canal are indicated with (*).

30 Years

Howard C. Anderson, Carman Leading-man, Railroads Division.

Arba E. Beck, Superintendent, Terminals Division.

William B. Hall, Mechanical Supervisor, Locks Division.

*Percy L. Hooper, Fireman, Fire Division.

Agnew C. Jones, Towboat Master, Dredging Division.

Merrill A. Stutzman, Land Inspector, Community Services Bureau.

25 Years

*Rodney B. Ely, Chief, Surveys Branch.

Juan Hidalgo, Signaller, Navigation Division.

*Frank R. Mauldin, Power Dispatcher, Electrical Division.

Eugene K. Willett, Maintenance Mechanic, Health Bureau.

20 Years

Walter F. Allen, Truck Driver, Motor Transportation Division.

Samuel Cohen, Payroll Clerk, Payroll Division.

Herman H. Keepers, Electrical Assistant, Aids to Navigation.

15 Years

*Robert A. Allan, Pilot, Navigation Division.

Robert H. Bartram, Machinist, Industrial Bureau.

Charles E. Belden, Accountant, Finance Bureau.

Joaquin Benavides, Medical Technician, Health Bureau.

Russell E. Hellmund, Postal Clerk, Civil Affairs Bureau.

*Henry J. McElhone, Jr., Planning Estimator, Industrial Bureau.

Thomas F. Roth, Jr., Accountant, Finance Bureau.

James Turner, Postal Clerk, Civil Affairs Bureau.

Mrs. Cornelia B. Laurie, from Clerk-typist, Finance Bureau, to Clerk-typist, Electrical Division.

Gilbert C. Foster, from Blacksmith to Principal Foreman, Maintenance Division.

HEALTH BUREAU

Mrs. Mary A. Hale, from Nurse, Gorgas Hospital, to Staff Nurse, Corozal Hospital.

Mrs. Marie B. McNeft, from Staff Nurse to Nurse Supervisor, Corozal Hospital.

INDUSTRIAL BUREAU

Robert M. Bright, from Fiscal Accounting Clerk to Governmental Accountant, Industrial Bureau.

MARINE BUREAU

Loring C. Cooper, from Rigger, Industrial Bureau, to Foreman, Pipeline Suction Dredge, Dredging Division.

James P. O'Brien, from Steam Engineer, Floating Crane, to Engineer, Pipeline Suction Dredge, Dredging Division.

Loy E. Bates, Sr., from Engineer, Pipeline Suction Dredge to Chief Towboat Engineer, Dredging Division.

Hugh C. Christie, from Lock Operator Machinist, Pacific Locks, to Lock Operator Machinist, Atlantic Locks.

Alfred D. Heinselman, from Policeman, Police Division, to Sergeant, Locks Security Force, Pacific Locks.

Wade V. Carter, from Junior Foreman, Dredging Division, Ferry Service, to Security Patrolman, Pacific Locks.

William G. Monroe, from Guard, Industrial Bureau, to Security Patrolman, Pacific Locks.

Clyde W. Blosser, from Lock Operator Wireman, Atlantic Locks,

(See page 15)

PROMOTIONS AND TRANSFERS

(Continued from page 14) to Lock Operator Wireman, Pacific Locks.

Max W. Douty, from Wireman, Electrical Division, to Lock Operator Wireman, Pacific Locks.

Clifford F. Allen, from Steam Engineer, Floating Crane to Dipper Dredge Engineer, Dredging Division.

William Black, from Electrical Supervisor to Assistant Superintendent, Pacific Locks.

Vernon C. Whitehead, from Pilot-in-Training to Probationary Pilot, Navigation Division.

Duane L. Bennett, from Policeman, Police Division, to Security Patrolman, Pacific Locks.

William V. Butler, from Wireman, Electrical Division, to Lock Operator Wireman, Locks Division.

William F. Mornhinweg, Jr., from Lockmaster to Electrical Supervisor, Pacific Locks.

Clarence Jacobson, from Lock Operator Wireman Leader to Lockmaster, Pacific Locks.

William F. Young, from Control House Operator to Lockmaster, Pacific Locks.

Bernice A. Herring, from Dipper Dredge Mate to Dipper Dredge Operator, Dredging Division.

Julian O. Russell, from Pump Operator to Drill Runner, Dredging Division.

Captain Marvin J. West, from Chief, Navigation Division, to Marine Director.

Captain William S. Parsons, from Cristobal Port Captain to Chief, Navigation Division.

Alton E. Jones, from Chief Towboat Engineer to Senior Chief Towboat Engineer, Navigation Division.

RAILROAD AND TERMINALS BUREAU

Edward J. Dignam, from Foreman, Grounds Maintenance Division, to Foreman, Terminals Division.

Fred E. Campbell, from Wood and Steel Carman to Car Inspector, Railroad Division.

John G. McKenna, from Foreman Crib-tender and Steam Engineer to Assistant Relief Marine Bunkering Foreman, Terminals Division.

Henry E. May, Jr., from Gauger, Division of Storehouses, to Gauger and Crib-tender Foreman, Terminals Division.

SUPPLY AND SERVICE BUREAU

Noel F. McGinn, from Lifeguard, Schools Division, to Storekeeper, Division of Storehouses.

Oliver H. Erdman, from Heavy Truck Driver and Tire Rebuilder to Supervisor, Tire Reclaiming Plant, Motor Transportation Division.

Walter H. Hobby, from Painter, Body, and Layerout Repairman, to Supervisor, Body Repair Shop, Ancon, Motor Transportation Division.

Wilson H. Waldron, from Painter, Body and Layerout Repairman, to Supervisor, Body Repair Shop, Cristobal, Motor Transportation Division.

RETIREMENTS IN JUNE

Employees who retired at the end of June, their birthplaces, titles, length of service at retirement and their future addresses are:

Robert I. Barnes, New Jersey; Manager, Camp Biedr Commissary, 36 years, 5 months and 26 days; Florida.

Edward P. Donner, Pennsylvania; Fireman, Fire Division; 33 years, 4 months and 25 days; Canal Zone for present.

William B. Hall, Ohio; Mechanical Supervisor, Locks Division; 27 years, 10 months and 16 days; Canal Zone at present.

Francis F. Hargy, Ohio; Administrative Assistant, Marine Bureau; 32 years, 6 months and 14 days; plans indefinite.

James R. Hawkes, Maine; Clerk, Locks Division; 9 years, 3 months and 16 days; Canal Zone for present.

William R. Howe, New York; Operator-Mechanic, Terminals Division; 38 years, 10 days; California.

Alba D. Hutchings, Alabama; Ironworker Foreman, Maintenance Division; 37 years, 11 months and 1 day; Panama.

William T. Johnston, Pennsylvania; Ferryboat Captain, Dredging Division; 32 years, 3 months and 26 days; Corry, Pa.

Isaiah A. MacKenzie; Ontario, Canada;

Program For Canal Zone Girl Scouting Covers Range Of Year-Round Activities

(Continued from page 2) for record and publicity purposes, and the handbook record books and other useful material which goes to every troop.

Covers Training Expenses

In addition, the Community Chest funds must cover such training expenses as that of converting the national program for use in the tropics, the rental of training films and the mimeographing of training material.

Salary for the Girl Scout part-time clerks comes out of this money, as does one of the Scouts' least known expenses, insurance. The local Girl Scout Council carries a special liability insurance which covers every member of the council against any possible suit for negligence, and the girls are covered by insurance when they make special trips of any sort.

For some years Girl Scouting in the Canal Zone was administered by two councils, one at Cristobal and one in Balboa.

Several years ago the two councils combined in order to provide better professional help and training for leadership.

The council office is in Balboa. It was moved recently from its old headquarters in the Balboa elementary school to its new location in the old Balboa dispensary building.

The president of the Canal Zone Girl Scout Council is Mrs. Stanley Hamilton of New Cristobal who is serving her second one-year term. Mrs. J. A. Bialowski of Coco Solito is vice president for the Atlantic side and Mrs. M. D. Monagan of Curundu is the Pacific side vice president.



Miss MARY PATTON

Miss Mary Patton, a graduate of the Pratt Institute of Fine and Applied Arts and of New York University, is the Girl Scout Executive in the Canal Zone. She took her Girl Scout training in New York and has been here since October 1949.

Celebrated 40th Anniversary

One of the high spots of this past year for the Girl Scouts was the celebration in March of the fortieth anniversary of the founding of the national organization. It was observed locally by a large rally on the steps of the Administration Building.

But, aside from the high spots, like summer camps and fortieth anniversaries,

Police Officer, Cristobal; 27 years and 23 days; plans uncertain.

Esbon S. MacSparran, Rhode Island; Superintendent, Terminals Division; 42 years, 2 months and 6 days, Takoma Park, Md.

Home Grown Doctor Interns at Gorgas



Dr. Charles F. Lester was born in Gorgas Hospital and is now back in his birthplace—literally—for his internship, following his graduation from Yale Medical School.

His wife, the former Hilda J. Hinz, is also a Canal Zone girl grown up, although she was born in Panama Hospital. She has just obtained a master's degree in music—majoring in organ—from Yale University.

Dr. Lester is the son of Charles Lester, Chief of the U. S.-rate Records Branch of the Personnel Bureau, and Mrs. Lester.

The young doctor's wife is the daughter of C. L. Hinz, Postmaster at the Balboa Heights Post Office just across the hall from the Personnel Bureau, and Mrs. Hinz.

Both Dr. and Mrs. Lester attended Balboa Elementary and High Schools. He was also graduated from the Canal Zone Junior College, and obtained a B. A. from the University of Oklahoma before entering medical school.

His wife was graduated from Oberlin College before entering the Yale University Graduate School.

Dr. Lester already has considerable Canal service, having worked several summers as a student assistant, substitute teacher, clerk, and medical technician. His wife is well known locally for her musical abilities, having served as organist on the Isthmus on many occasions.

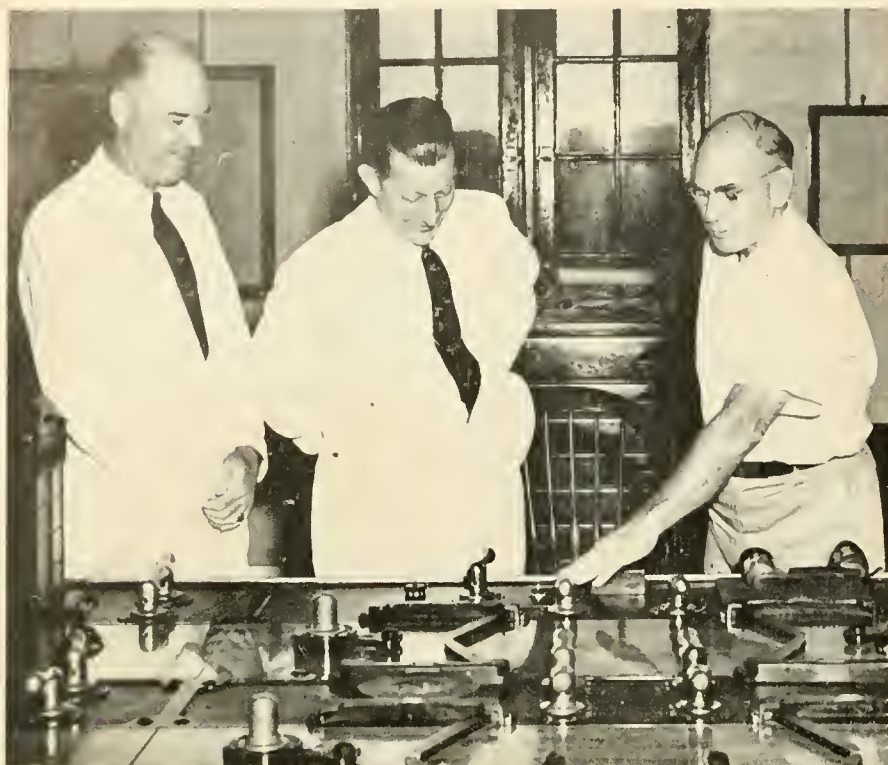
what do the Girl Scouts do all year? Here are a few things which keep them busy:

Every troop is the girls' own club, for which she works and plans. And through her program activities she learns what skills and talents she may have and how to use them, how she may be of service to her community and how she can foster international friendship.

At Easter time the Brownies of Pedro Miguel made baskets for the children in Gorgas Hospital's tuberculosis ward. At Christmas time every scout troop had a special project to help someone less fortunate than they.

More recently the senior troop in Curundu ran a child care center during the Army's disaster control exercises, "Operation Jackpot." And this month a number of the seniors are working as volunteer program aides for the Brownie day-camp at Diablo Heights.

New Governor Spends Busy Month Seeing Canal Zone Jobs And People



THE LITTLE LEVERS which open and close the giant gates and valves of Gatun Locks are explained to Governor Seybold by B. G. Tydeman (right), Control House Operator, while Captain Marvin J. West (left), the new Marine Director looks on. The picture above was taken during one of the many field trips Governor Seybold has taken to Canal installations all over the Canal Zone since his arrival early last month.

Few, if any, employees could claim they were busier last month than Governor John S. Seybold.

Since the time he and Mrs. Seybold stepped from the Panama liner *Panama* on the morning of June 9, his office hours and many hours every day after offices closed have been filled with activity.

His first four-week period will be climaxed by an address at the Independence Day patriotic exercises to be held at 3:30 o'clock in the afternoon of July Fourth at Balboa Stadium. He also plans to attend the annual Fourth of July party of the American Society of Panama which will be held this year at Panama Golf Club.

Governor Seybold did not take long to get out into the field and see the installations of the Canal and its auxiliary activities. A series of field trips was begun the second week after his arrival and has now included all of the major installations.

Atlantic Side Visits

Three mornings of the week of June 16-20 were spent on the Atlantic side. He began inspections of installations on the Pacific side to learn the work and to become acquainted with the men and women on the jobs during the following week. His first visits on the Pacific side were made to the three principal hospitals on Tuesday, June 25, accompanied by Maj. Gen. George W. Rice, Health Director, who was to leave the Isthmus the following day.

The Governor was accompanied on all of his trips by the Bureau Directors who have supervision of the particular installations he was visiting.

Among the Atlantic side installations and work he visited were the Commissary Division's plant at Mount Hope; Mindi Dairy; the Printing Plant; the Cristobal piers and other installations of the Rail-

road and Terminals Bureau; the Industrial Bureau shops; quarters; Commissary retail stores; Clubhouses; Police and Fire Stations; Hotel Washington; Storehouses; Gatun Locks; post offices; and Colon Hospital.

Other Field Trips

Other field trips during the past three weeks have taken him to the principal installations or work of the Pacific side. These have included Madden Dam; the Dredging Division; Miraflores Filtration Plant; Sosa Hill Quarry; the Reproduction Plant at Diablo Heights; the Tank Farms and Oil Handling Plants; Postal, Customs, and Immigration Division work; Hotel Tivoli; quarters and Clubhouses; and the Canal Zone Experiment Gardens.

He also paid a visit to the United States District Court during the course of his orientation trips.

Governor Seybold's first day on the Isthmus was one of the busiest. He and Mrs. Seybold were met at shipside by members of his staff and their wives and representatives of the United States Embassy. They were greeted at Balboa Heights Railroad Station by high Army, Navy, and Air Force officials.

Governor Meets Press

The Governor held an informal press conference on the afternoon of his arrival in the Board Room of the Administration Building. This was attended by one of the largest gatherings of press and radio representatives ever to attend such a conference in recent years. His first day in the Canal Zone was completed with an address at welcoming ceremonies held that night in Balboa Stadium for him and Mrs. Seybold.

When Governor and Mrs. Seybold arrived here last month it was their first glimpse of the Isthmus in more than 25

Villages Antedating Settlement Of U. S.

Lie Buried Under Waters Of Gatun Lake

(Continued from page 6) French days, and during the American occupation has been a small canal village.

Across the Chagres river from San Pablo is Caimito, one of the names found on Esquemeling's map. It was a canal labor camp in the French time and also under the Americans until the work at that point was finished. Of this class also is Mamei, likewise a railroad station in 1862, and little more than that today, although it was the location of several quarters for Canal workers a few years ago.

Gorgona bears the name given by Pizarro to an island off the coast of Colombia, because he found around it such treacherous currents. It may be that this name was adopted arbitrarily, or that the Chagres River travellers found in the river at this place some eddies which reminded them of the currents off Gorgona Island.

Of this place Otis says: "The native town of Gorgona was noted in the earlier days of the river travel as the place where the wet and jaded traveller was accustomed to worry out the night on a rawhide, exposed to the insects and the rain and in the morning if he was fortunate regale himself on jerked beef and plantains."

In the French time large shops were situated here, at the point where the American shops now are, known as Bas Matachin.

At the time of the first Canal Zone census in 1908 its inhabitants numbered 1,065 whites, 1,646 blacks and 39 Chinese, a total of 2,750.

The population has increased owing to the expansion of the shops, and the lower parts of the village will be covered by the waters of Gatun Lake and, therefore, the shops will be moved in about a year to the site reserved for the permanent machine shops in Balboa.

New Port Captain



CAPTAIN HORATIO A. LINCOLN, U. S. N., is the new Balboa Port Captain. He came to the Canal Zone from San Francisco, where he has been on duty with the Military Sea Transportation Service. He arrived on the Isthmus June 21, accompanied by his wife, their 16-year-old son, Robert A., and daughter, Susan B., 11.

years. They had lived for three years—1922 to 1925—at Corozal when he was on duty there as a Lieutenant in the Corps of Engineers.